

ELLIS ISLAND, NEW IMMIGRATION BUILDING  
(U.S. Immigration Station)  
Statue of Liberty National Monument  
New York Harbor  
New York  
New York County  
New York

HABS NY-6086-O  
NY-6086-O

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

REDUCED COPIES OF MEASURED DRAWINGS

FIELD RECORDS

HISTORIC AMERICAN BUILDINGS SURVEY  
National Park Service  
U.S. Department of the Interior  
1849 C Street NW  
Washington, DC 20240-0001

HISTORIC AMERICAN BUILDINGS SURVEY  
ELLIS ISLAND, NEW IMMIGRATION BUILDING

HABS No. NY-6086-O

**Location:** Ellis Island, New York Harbor, Jersey City, Hudson County, New Jersey and New York City, New York County, New York

**Present Owner:** U.S. Department of the Interior, National Park Service

**Present Occupant:** Ellis Island National Monument

**Present Use:** Vacant

**Significance:** Ellis Island is significant as the primary port of entry into the United States for immigrants during the period 1892-1954. The Ellis Island facility is located in New York Harbor on three small islands modified by successive building programs into one. The original immigration station was housed in a variety of wood buildings destroyed by fire on June 15, 1897. A new, larger facility was erected on Island 1 and Island 2 and opened December 17, 1900. It featured a three-story, brick, French-Renaissance style immigration building, a brick Georgian Revival style hospital complex, and a variety of support structures. Subsequent construction between 1901 and 1911 included numerous additions to the main hospital, erection of a contagious disease hospital on Island 3, support structures, and connecting passageways. Ellis Island served as a detention center for enemy aliens and deportees during World War I and during the 1920s and 1930s. Between 1934 and 1936 the last buildings were constructed with New Deal public works funding. These included a new immigration building, a new ferry building, a recreation building, and connecting passageways, all designed to serve the needs of incoming immigrants. During World War II Ellis Island housed German, Italian, and Japanese prisoners-of-war. The U.S. Coast Guard occupied buildings there from 1939 until 1946, and again from 1951-1954. The hospital complex at Ellis Island—operated by the U.S. Marine Hospital Service from 1900 to 1912 and by the U.S. Public Health Service from 1912 to 1951—closed March 1, 1951. The Ellis Island U. S. Immigration Station ceased operation November 12, 1954. The complex was made part of the Statue of Liberty National Monument in 1965.

The New Immigration Building is one of three major New Deal-era buildings at Ellis Island created to meet the changing scope of immigration services at the facility. Constructed on fill joining Island 1 and Island 2, the New Immigration Building was intended as the new processing center for the diminishing numbers of arriving immigrants, while the existing Baggage and Dormitory Building and the Main Immigration building on Island 1 handled the increasing number of deportees. The clean lines and minimalist detailing of the New Immigration Building set this building apart from the ornate Beaux Arts design of the earlier structures. Although designed as a two-story building, only the first floor of the New Immigration Building was constructed; adequate structural support was included to permit future erection of the second story with load bearing brick walls and a concrete roof. A covered passageway links the building to the 1934 Ferry Building, located to the east at the head of the ferry slip. Inside, the New Immigration Building contained public rooms in the central building

mass and dormitory space in the flanking wings. The building was not used for its intended purpose and remained vacant for several years after completion. From 1939-1946, it was occupied by the U.S. Coast Guard, from 1946 to 1951 by the U.S. Public Health Service, and between 1951 and 1954 by the Coast Guard. The original interior plan was modified by limited room partitioning during the 1939-1954 period. In 1970 a portion of the building was used by the National Economic Growth and Reconstruction Organization, Inc. (NEGRO) as housing for organization members.

## I. HISTORICAL INFORMATION

### A. Physical History:

1. Date of erection: 1934-1936
2. Architect: Office of the Supervising Architect, U.S. Treasury Department (Louis A. Simon, Supervising Architect)  
Chester H. Aldrich, New York, Consulting Architect<sup>1</sup>
3. Original owner: U.S. Department of Labor, 1934-1940  
Subsequent Owners: U.S. Department of Justice, Immigration and Naturalization Service, 1942-1954  
U.S. General Services Administration, 1954-1965  
U. S. Department of the Interior, National Park Service, 1965-present
4. Builder: George F. Driscoll Co., Brooklyn, New York
5. Original plans and construction: Preliminary plans by consulting architect Chester H. Aldrich of the New York firm Delano & Aldrich are dated October 11, 1933.<sup>2</sup> Revised plans drawn in January, February and August 1934 feature a two-story building. These plans were prepared by Aldrich in consultation with the Office of the Supervising Architect under the direction of Louis A. Simon. The January and February 1934 plans provided at least two alternatives. One was for a rectangular central building mass flanked by rectangular wings, which were separated from the main building by first floor stair halls and restrooms and second floor sky lit sun porches. The other featured an H-plan design with one-story octagonal sun porches flanking the dormitory wings at the north and south ends of the building.

The one-story H-plan design that was built dates from August 1934. It eliminated the second story. Although the octagonal sun porches remained an option, they were never built. The walls and concrete slab roof of the building were constructed to support a second floor, should the future need for such arise.<sup>3</sup> Most flooring, wall surfaces, and plumbing fixtures are original to the building.

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<sup>1</sup> Beyer Blinder Belle/Anderson Notter Finegold, *Ellis Island Statue of Liberty National Monument: Historic Structures Report, Units 2, 3 and 4, Volume 4, Part 3* (U.S. Department of the Interior, National Park Service, 1986), 385.

<sup>2</sup> Ibid., 385. These drawings were not located.

<sup>3</sup> NPS Drawing No. 462/43,946, Sheets 1-4, (15 February 1934), "Immigrant Building," proposed elevations, plans; NPS Drawing No. 462/43,946, Sheet 12 of 21 (24 August 1934), "Immigrant Building – Revisions." Many historic drawings for Ellis Island buildings are digitized and available from Technical Information Center (TIC), Denver Service Center, National Park Service, U.S. Department of the Interior (<http://etic.nps.gov>).

6. Alterations and additions: Between 1939 and 1946, the Coast Guard added glass and wood partition walls in the Vocational Room to create four smaller rooms and used the dormitories as office space. They also modified a toilet area in the men's public restroom into a stall shower.<sup>4</sup> Between 1946 and 1951, the U.S. Public Health Service utilized the dormitories as officers' quarters. Wood walls and doors in the north-south corridor at stairwells and interior doors, side lights and transom units at the west elevation entry corridors added by the Public Health Service between 1946 and 1951 allowed use of these spaces as separate rooms.<sup>5</sup>

A. Historical Context:

The United States Immigration Station at Ellis Island, New York, was established in April 1890 and was an early, and perhaps the most well known, example of the late nineteenth century federalized immigration system. Prior to 1890, the states handled immigration, but the growing influx of immigrants nationwide spurred officials to establish a new federal system, including an isolated facility solely under federal control on Ellis Island in New York Harbor.<sup>6</sup> To accommodate the new facility, Ellis Island was enlarged to eleven acres and improved with a number of wooden buildings.<sup>7</sup> The immigration station opened January 1, 1892, and processed more than 1,500,000 immigrants until a fire on July 15, 1897 destroyed it.<sup>8</sup>

Planning for a new facility was quickly undertaken by the Department of the Treasury, the agency then responsible for immigration.<sup>9</sup> The new immigration station at Ellis Island was the second project created under the Tarnsey Act, which authorized architectural competitions for the design of federal buildings. The competition was won by the New York firm of Boring & Tilton.<sup>10</sup> The firm's plan featured a linear, southwest-northeast axis with three primary "fireproof" buildings—a French Renaissance style immigration building roughly on the site of the burned structure, a kitchen and laundry building and a powerhouse. Additionally, the plan proposed a new man-made island south of the original island that would contain a new Georgian Revival style hospital complex sited on the same linear, southwest-northeast axis as the facilities on Island 1. A ferry slip would separate the two islands. The

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<sup>4</sup> Harlan D. Unrau, *Statue of Liberty Ellis Island National Monument New York-New Jersey: Historic Resource Study (Historical Component) Volume II of III* (U.S. Department of the Interior, National Park Service, 1984), 967.

<sup>5</sup> Beyer Blinder Belle/Anderson Notter Finegold, *Volume 4, Part 3*, 396.

<sup>6</sup> Tracy J. Stakely, *Cultural Landscape Report for Ellis Island Statue of Liberty National Monument Site History, Existing Conditions, Analysis* (Brookline, MA: National Park Service, Olmstead Center for Landscape Preservation, 2003) 27.

<sup>7</sup> Stakely, 29.

<sup>8</sup> Harlan D. Unrau, *Historic Resource Study (Historical Component) Volume I of III: Ellis Island Statue of Liberty National Monument, New York-New Jersey* (U.S. Department of the Interior, National Park Service, 1984), xix.

<sup>9</sup> From 1890 until Ellis Island opened in 1892, immigrants arriving at New York were inspected at Castle Garden and then in a building called the Barge Office. According to Harlan D. Unrau in *Historical Resource Study (Historical Component) Volume II of III, Ellis Island-Statue of Liberty National Monument New York-New Jersey* (U.S. Department of the Interior, National Park Service, Denver Service Center, 1984), 215-216, between 1897 and 1900, an annex to the Barge Office was turned into an inspection station for steerage passengers and two large houses on State Street fronting the Battery were leased for detention and hospital uses.

<sup>10</sup> Antoinette J. Lee, *Architects to the Nation: The Rise and Decline of the Supervising Architect's Office* (New York and Oxford: Oxford University Press, 2000), 201-202.

plan also called for an ornamental Beaux Arts setting with "...symmetrical walks lined with allees of trees."<sup>11</sup>

The Immigration Building on Island 1 opened December 17, 1900, processing 2,251 people the first day.<sup>12</sup> Between 1897 and 1903 several other buildings were erected on Island 1 and the Hospital, the Hospital Outbuilding and the Surgeon's House were built on Island 2. While Boring & Tilton prepared plans for the Hospital, the Treasury Department's Office of the Supervising Architect, under James Knox Taylor, designed the Surgeon's House and the Hospital Outbuilding. When the Hospital was finished it was staffed by the uniformed officer physicians of the U.S. Marine Hospital Service, an agency established in 1798 to provide medical care to disabled or injured merchant seamen and naval and marine personnel.<sup>13</sup>

Although the new hospital provided a much needed service, it was too small to adequately serve the treatment needs of a growing immigrant influx, and provided no facilities for patients with communicable diseases such as measles, whooping cough, diphtheria, scarlet fever and non-acute forms of pulmonary tuberculosis.<sup>14</sup> In June 1902, Dr. George Stoner, the supervising physician at Ellis Island, began lobbying for additional hospital space and the construction of a contagious disease facility. In September, the urgency increased with the New York City Health Department's decision to terminate, at an unspecified date, its contract with Ellis Island for the treatment of immigrants with contagious diseases, which numbered as many as 400 to 500 people at any one time.<sup>15</sup>

The Department of the Treasury quickly developed and implemented plans for the construction of a contagious disease hospital on a new island. In 1905, after obtaining legal title to the underwater area adjacent to Ellis Island, the federal government authorized construction of Island 3, which was to be located about 500 feet from Island 2 to protect the hospital facilities there from the spread of disease.<sup>16</sup> When finished in 1906, Island 3 was about 4 <sup>3</sup>/<sub>4</sub> acres and increased the total mass of Ellis Island to 21 <sup>1</sup>/<sub>4</sub> acres.

The contagious disease hospital was designed by the Treasury's Office of the Supervising Architect (James Knox Taylor, Supervising Architect) as a sprawling and self-contained complex individual buildings or pavilions connected by circulation corridors. This so-called pavilion form was popular for hospital design since the nineteenth century because of the desire to isolate individual wards and to facilitate access to fresh air and natural light. The structure utilized a linear, southwest-northeast

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<sup>11</sup> Stakely, 38.

<sup>12</sup> Stakely, 40-41.

<sup>13</sup> Fitzhugh Mullan, *Plagues and Politics: The Story of the U.S. Public Health Service* (New York: Basic Books, 1989), 14.

<sup>14</sup> Department of Commerce and Labor. *Report of the Commission Appointed by the President on September 16, 1903 to Investigate the Condition of the Immigration Station at Ellis Island*. (Washington, D.C.: U.S. Government Printing Office, 1904), 15. Immigrants with non-communicable diseases were treated at New York City area hospitals.

<sup>15</sup> Unidentified newspaper article, (n.d), Reel 2, William Williams Papers microfilm, Archives and Manuscripts Section, New York Public Library (hereafter NYPL).

<sup>16</sup> Letter, U.S. Surgeon General to William Williams, (6 November 1902), Folder 51447/044, Pt 1, Box 36, Entry 9 - Subject and Policy Files, 1893-1957, Record Group 85, Records of the Immigration and Naturalization Service, National Archives and Records Administration, Washington, D.C. (hereafter Entry 9, RG 85, NARA I).

axis similar to that employed on Island I and Island 2.<sup>17</sup> Like the hospital complex on Island 2, the contagious disease hospital also featured the Georgian Revival style. The new facility was constructed from 1907 to 1909 and opened in June 1911. It included eight contagious disease wards—also known as measles wards—three isolation wards, an Administration Building, Kitchen, Power House and Laundry Building, Staff Quarters, a Mortuary and an Office Building, all connected by covered corridors.

The new contagious disease hospital was also staffed by physicians from the U.S. Marine Hospital Service. Its construction coincided with the peak years of immigration at Ellis Island and the number of immigrants needing medical care rose in conjunction with overall increase. More than one million people passed through the facility in 1907, and on April 17, 1907, 11,747 immigrants arrived at Ellis Island, the largest number in a single day.<sup>18</sup> The previous year 563 people were ill at Ellis Island and 1,990 immigrants were admitted to New York City hospitals for care due to lack of facilities.<sup>19</sup>

In 1914, the start of World War I in Europe significantly slowed immigration, and after the United States entered the war in 1917, immigration slowed even more. The number of people arriving at Ellis Island in 1915 was 178,416, but by 1918 only 28,867 immigrants passed through the facility's doors.<sup>20</sup> Ellis Island served on the homefront as the first World War I "debarkation hospital" established in the United States and processed most of the military wounded returning from Europe.<sup>21</sup> During this period, immigrants needing care were placed in New York City area hospitals.<sup>22</sup> In 1919, the hospitals at Ellis Island were returned to the U.S. Public Health Service.<sup>23</sup> Ellis Island was used also as a detention and deportation facility for enemy aliens including German merchant seamen taken from ships in New York and Boston harbors when the United States entered the war.<sup>24</sup>

Following World War I, officials at Ellis Island implemented changes stipulated by the Immigration Act of 1917. The new law included additional categories for exclusion of immigrants such as illiteracy and more intensive physical and mental examinations. During this time, the anti-foreign concerns of the war era were replaced by fear of communism and expressed in the "Red Scare," a period of hysteria in which suspected alien communists, anarchists, socialists and radicals were targeted for deportation.

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<sup>17</sup> Memo, L.O.M, Assistant Secretary to unidentified person (n.d.), Folder 51436/1 - New Contagious Disease Hospital at Ellis Island, Pt. 1, Box 34, Entry 9, RG 85, NARA I.

<sup>18</sup> Unrau, *Volume I*, 1984, xix.

<sup>19</sup> Letter, Robert Watchorn, Commissioner of Immigration at Ellis Island to F. P. Sargent, Commissioner General of Immigration., (n.d.), Folder 51436/1 - New Contagious Disease Hospital at Ellis Island, Pt. 1, Box 34, Entry 9, RG 85, NARA I.

<sup>20</sup> *Ibid.*, 7.

<sup>21</sup> *Ibid.*, 796.

<sup>22</sup> Harlan D. Unrau, *Historic Resource Study (Historical Component) Volume III of III: Ellis Island Statue of Liberty National Monument, New York-New Jersey* (U.S. Department of the Interior, National Park Service, 1984), 795.

<sup>23</sup> The U.S. Marine Hospital Service provided care for merchant seamen and other related occupations in hospitals around the country. The U.S. Public Health Service also operated other hospitals, including care facilities on Indian reservations, and provided other public health services.

<sup>24</sup> *Ibid.*, xx.

Immigration numbers continued to fall in the early 1920s, as a result of new federal immigration legislation in 1921 and 1924. The legislation limited annual immigration and established quotas based on a percentage of each group resident in the United States in 1910; the percentage was later revised to reflect the numbers for groups present in 1890.<sup>25</sup> Because of rising literacy in Europe, the requirement that immigrants be literate in some language, instituted in 1917, rapidly became ineffective as a means to curb immigration. The new quota system proved more effective.<sup>26</sup> The legislation of the early 1920s also stipulated that immigrants obtain a visa in their home country through examination at American consulates so that those found to have contagious diseases, physical handicaps, mental illness or “feeble-mindedness” could be barred from departure and spared the expense of travel only to be turned away at Ellis Island. This process resulted in far fewer people arriving at Ellis Island, and transport to the facility was needed only for those requiring medical assistance or who were being detained for some other reason.<sup>27</sup> Ellis Island was “...rapidly losing the basic function for which it had been created—the primary examination and processing of immigrants.”<sup>28</sup> Most immigrants were “pre-processed” before leaving home with final checks conducted on board the ships.

Beginning in 1926 physicians at Ellis Island undertook intensive examination of alien merchantmen taken from both American and foreign vessels. Within the first month, 48,031 sailors were intensively examined and 209 sent to Ellis Island for testing and diagnosis. Federal legislation required that those with communicable diseases be confined to a hospital for the duration of their ship’s stay in port, which led to hospital overcrowding, despite the limited number of immigrants. The U.S. Marine Hospital on nearby Hoffman Island was the designated merchant marine hospital for New York, but Ellis Island handled the overflow, resulting in a greater number of seamen patients than immigrants.<sup>29</sup>

After the stock market crash in October 1929, economic opportunities in the United States were limited, and President Herbert C. Hoover instructed American consuls to strictly apply rules preventing the immigration of people likely to become public charges. Further, Secretary of Labor William N. Doak organized “...a national roundup of illegal aliens for prospective deportation and transferred many of them to Ellis Island.”<sup>30</sup> The roundups were sensationalized by the press, leaving the impression that illegal aliens were crazed, dangerous or subversive, and stirring the kettle of anti-immigrant feelings toward legal immigrants.<sup>31</sup>

In 1931, perhaps as a counter action to the xenophobia displayed by some American authorities, the press and a portion of the public, Edward Corsi became Ellis Island’s new Commissioner of Immigration, remaining in that post until 1934. Corsi was himself an immigrant who had come through Ellis Island in 1907. Corsi’s professional life involved extensive social service work among New York

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<sup>25</sup> Unrau, *Volume I* 1984, xx.

<sup>26</sup> Thomas M. Pitkin, *Keepers of the Gate: A History of Ellis Island*, (New York: New York University Press, 1975), 38.

<sup>27</sup> Report of the Ellis Island Committee, (March 1934), 12. Of course, not all such cases were identified and need for examinations and medical assistance at Ellis Island continued.

<sup>28</sup> Unrau, *Volume III*, 1984, 896.

<sup>29</sup> Ibid., 920. The quarantine hospital at nearby Hoffman Island served Ellis Island until 1938 when a new quarantine hospital was completed at Stapleton on Staten Island. Hoffman Island is a tiny land mass due southeast of Staten Island.

<sup>30</sup> Unrau, *Volume I*, 1984, 9.

<sup>31</sup> Unrau, *Volume III*, 1984, 930.

City immigrants. His desire to humanize the Ellis Island experience and to make the facility an “inspiration” to both Americans and to immigrants led to changes that focused on improving the immigrant experience as well as the facilities. To make the island more hospitable for immigrants detained there, he enlarged the recreation space on the northeast side of Island 1 and added a new enclosing fence. To make the immigrant’s first impression of Ellis Island more inviting, he had the old entry portico of the main building removed and the area landscaped with a “...paved plaza and a forty-foot diameter circular flower bed.”<sup>32</sup> A number of upgrades were made to the infrastructure on the island including conversion of the power plant from coal to oil, and installing an additional incinerator. A pump house and new pumps were installed on Island 2 to better handle flooding of the main hospital building at high tide, and drains and sewers were renovated. Social service programs were instituted including information on learning English, becoming a citizen and otherwise assimilating into American society.

When President Franklin D. Roosevelt took office in 1933, new programs and new funding sources were established to create jobs, construct public buildings, support social and economic development, and find humane approaches to solving local, regional and national issues. Known as the New Deal, these programs included funding under the National Recovery Act from sources such as the Public Works Administration (PWA) and the Works Progress Administration (WPA). The Department of Labor supervised immigration at this time. Under new Secretary of Labor Frances Perkins, a 52-member nonpartisan citizen committee was formed to analyze the conditions, operations, and facilities at Ellis Island. The goal was to improve the physical plant and the immigrant experience and evaluate immigration law with a view toward fairer and more effective rules. Corsi worked closely with the committee and many of his ideas were incorporated into the March 1934 report to the Secretary of Labor.<sup>33</sup>

A number of the committee’s recommendations were implemented, including adding lawn and shelters in the infill area between Island 2 and Island 3 and construction of a new immigration building to receive incoming immigrants. In addition, alterations to the Main Immigration Building and other related buildings on Island 1 were undertaken to better segregate the types of deportees being processed and housed there.<sup>34</sup> While some deportees were criminals, others were ill or had other medical issues, and some had found that they could no longer make a living in the United States within the economy of the Great Depression.<sup>35</sup> Corsi recalled in his memoirs that in 1932, for the first time in more than a hundred years, more people left the United States than entered it.<sup>36</sup> Other recommendations included construction of a new brick “fire-proof” ferry building, a new recreation building and verandas on tuberculosis ward buildings.<sup>37</sup> (Figure 1)

As a result of the committee’s report, three major new buildings were erected at Ellis Island between 1934 and 1936. These are the Ferry House (1934), the New Immigration Building (1934) and

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<sup>32</sup>Stakely, 79.

<sup>33</sup> Edward Corsi, *In the Shadow of Liberty* (New York: Arno Press and the New York Times, 1969), 310.

<sup>34</sup> Report on the Sub-Committee on Buildings, Grounds, and Physical Equipment for Ellis Island, (13 September 1933), Folder 330 - WPA Projects 1933-1937, Box 16, Record Group 79 – Records of the National Park Service, National Archives and Records Administration - Northeast Region, New York City (hereafter RG 79, NARA – NE Region).

<sup>35</sup> Stakely, 79, 81.

<sup>36</sup> Unrau, *Volume III* 1984, 935.

<sup>37</sup> U. S. Department of Labor, *Report of the Ellis Island Committee* (New York: Ellis Island Committee, March 1934), 13-17.



the Recreation Building (1936).<sup>38</sup> Funding for the buildings came from the PWA in the amount of \$1,151,800. Support structures also were built including shelters and enclosed brick corridors on Island 2 and Island 3, among other projects. Funding for these projects came from the WPA in the amount of \$1,422,980, and all emphasized providing a welcoming experience for the immigrant.<sup>39</sup>

The one-story, red brick New Immigration Building was designed by Procurement Division of the Public Works Branch of the Treasury Department under the direction of Supervising Architect Louis A. Simon.<sup>40</sup> Chester H. Aldrich of New York City served as consulting architect.<sup>41</sup> Louis A. Simon (1867-1958) was appointed Supervising Architect in 1933 after serving in Supervising Architect's Office for almost forty years. Born in Baltimore, Simon received his architectural training at the Massachusetts Institute of Technology, and thereafter opened an office in Baltimore in 1894. He joined the Office of the Supervising Architect in 1896. In 1915, he became head of the Engineering and Drafting Division and was responsible for all aspects of the office's design work. His work was described by colleagues as displaying restraint and emphasizing proportion and massing over ornament, attributes clearly seen in the New Immigration Building.<sup>42</sup> Under his leadership as Supervising Architect federal projects included designs for "...airports, embassies, hospitals, zoo buildings, and laboratories."<sup>43</sup> He retired in 1941.<sup>44</sup>

Chester H. Aldrich (1871-1940) F.A.I.A., was born in Providence, Rhode Island, and studied architecture at the Massachusetts Institute of Technology and the Ecole des Beaux-Arts in Paris. Graduating from the Ecole in 1900, he returned to New York and in 1903 formed a partnership with William A. Delano. The firm of Delano & Aldrich designed the Walters Art Gallery in Baltimore, their first important commission.<sup>45</sup> Their partnership lasted for the duration of their careers. The firm specialized in revival style residential work primarily in the New York City area. Delano & Aldrich also designed private club facilities as well as the original buildings at LaGuardia Airport, facilities for the United States Military Academy at West Point and private schools and colleges. The firm also served as consultants on restoration projects, including the White House.<sup>46</sup> Perhaps their premiere work was the Post Office Department Building in Washington, D.C., completed in 1933.<sup>47</sup> As a member of the Ellis

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<sup>38</sup> The new immigration building was erected by the George F. Driscoll Co. of Brooklyn, New York; the Recreation Building was built by the Albert Development Corporation of New York City.

<sup>39</sup> *Report of the Ellis Island Committee*, 14-15.

<sup>40</sup> Lee, 260. Lee writes that a re-organization of the Treasury Department in 1933 moved the Office of the Supervising Architect into the newly created Procurement Division, Public Works Branch. This new division was at a lower level within the department's bureaucracy than the office of the Supervising Architect, but Simon retained the title of Supervising Architect and his control over the design of federal buildings.

<sup>41</sup> Beyer Blinder Belle/Anderson Notter Finegold, 385.

<sup>42</sup> Lee, 258-260.

<sup>43</sup> *Ibid.*, 269.

<sup>44</sup> *Ibid.*, 280.

<sup>45</sup> Henry F. Withey and Elise R. Withey, *Biographical Dictionary of American Architects (Deceased)* (Los Angeles: Hennessey & Ingalls, Inc., 1970), 13.

<sup>46</sup> J.M. Richards, ed., *Who's Who in Architecture from 1400 to the Present* (New York: Holt, Rinehart and Winston, 1977), 84.

<sup>47</sup> Withey and Withey, 14.

Island Committee, Aldrich's experience with institutional work and his familiarity with classical and revivalist forms as well as the growing public interest in modernism allowed him to prepare appropriate preliminary plans and to serve as a knowledgeable architectural representative of the committee's social focus during the design of the New Immigration Building and the other New Deal era facilities at Ellis Island.

The New Immigration Building is primarily an unornamented building with strong massing indicative of the growing acceptance of the precepts of Bauhaus School modernism during the 1930s. Also characteristic of the mainstream adaptation of European Modernism, this building is still symmetrical in elevation and axial in plan like its Beaux Arts counterparts. The use of a dark red brick laid in Flemish bond with simple string course and a water table does recall the Neoclassical design, but the use of industrial steel sash windows and unornamented wall surfaces is a clear nod to Modernism. The clean lines and minimalist detailing of the New Immigration Building and the other New Deal-era structures on Ellis Island were appropriate not only in their functional welcome to immigrants, but because these characteristics set the buildings apart from the more ornate early 20<sup>th</sup> century buildings at Ellis Island, many of which were housing detainees and those awaiting deportation.<sup>48</sup>

The New Immigration Building was built for an estimated cost of \$125,000 and was constructed under Federal Project 62, which funded the new Depression-era buildings at Ellis Island.<sup>49</sup> The George F. Driscoll Co. won the construction contract, which was signed in early October 1934. Other firms working on the building included the Colonial Curtain Co. of New York, who signed a \$1,278 contract for installation of window and door curtains on June 22, 1936.<sup>50</sup> Preliminary plans for the building were drawn as early as late 1933, and a February 15, 1934 design showed a two-story building with second floor sun porches and first floor rest rooms separating the dormitory wings from the main building mass. (Figure 2&3) Revisions to the February design were made in August 1934 and resulted in the one-story H-plan building that was constructed. (Figures 4-6)

The decision to limit the building to one story resulted from steadily decreasing immigration, brought about by the more restrictive immigration legislation of the early 1920s and the economic impact of the Great Depression. In view of these factors, a two-story building was not needed. However, walls and roof structures were built to allow addition of the second floor should a future need arise.<sup>51</sup> The interior emphasized a humanized immigrant experience with a large centrally located open room featuring a fireplace at each end. The scale was much smaller and more intimate than the original Immigration Building on Island 1. Each wing of the building incorporated three dormitories and three bathrooms, to house immigrants awaiting processing or clearance. Other areas of the building incorporated public restrooms and office space. A short, one-story red brick passageway connects the main (east) elevation entry of the building with the long north-south corridor built between the New Immigration Building and the Ferry Building. Now known as Passageway C7, these corridors connect the two buildings and provide all weather access. They were constructed contemporaneously with the buildings.

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<sup>48</sup> Barbara Benton, *Ellis Island: A Pictorial History* (New York, Facts on File Publications, 1985), 151-152.

<sup>49</sup> Memo, H.L. Booth, Plant Engineer to Dr. Welden (28 June 1937), Folder 421 - Miscellaneous Correspondence and Notes 1933-1954, Box 25, RG 79, NARA - NE Region; Memo, Delano & Aldrich, Work to be Done at Ellis Island Included in the Public Works Program under the National Recovery Act (8 September 1933), Folder 330 - WPA Projects 1933-1937, Box 16, RG 79, NARA - NE Region.

<sup>50</sup> Unrau, 1981, 596.

<sup>51</sup> Stakely, 81, 83.

While the New Immigration Building and the Ferry Building were under construction, additional improvements to the Ellis Island landscape were undertaken. During 1935 WPA funds were used for a variety of landscaping and site improvements including Island 1 seawall improvements and repairs, replacing existing concrete walks and a ca. 1918-1919 wood walkway built by the U.S. Army along the western edge of Island 2 and Island 3. A comprehensive planting plan developed in 1939 appears to have been at least partially implemented in the installation of sycamore and oak trees, many of which survive in mature form.<sup>52</sup> Included in the contract for the Recreation Building, erected in 1936, was the construction of two shelters, one on Island 2 and one on Island 3, opposite the east elevation of the Recreation Building on the infill area between the islands. Meanwhile deportation from the United States increased, necessitating remodeling of Island 1 buildings and some of the contagious disease wards on Island 3 to process and house detainee and deportees.

Because immigration continued to decrease in the late 1930s, the New Immigration Building was not put into service for its intended function. It remained vacant until 1939 when the U.S. Coast Guard located training operations for patrol units there.<sup>53</sup> The Coast Guard continued to use the New Immigration Building until 1946. During its tenure, the Coast Guard installed room partitions, shelving, bookcases, cabinets, electrical fixtures, linoleum flooring, and a stall shower.<sup>54</sup> Although the room partitions, flooring and shower remain, the other features are no longer present. During World War II the hospital facilities housed wounded servicemen, and the main immigration building on Island 1 housed suspected enemy aliens. From 1946 until 1951, the U.S. Public Health Service occupied the New Immigration Building, making a few minor alterations. From 1951 to 1954, the Coast Guard reoccupied the building, using it as part of its Port Security Unit activities.<sup>55</sup>

Following World War II, Ellis Island again processed and treated sick or injured immigrants as well as detainees and deportees. On March 1, 1951, the U.S. Public Health Service closed the now increasingly obsolete hospitals on Island 2 and Island 3 due to the declining number of patients. The health service did maintain a small infirmary for detainees in the main immigration building.<sup>56</sup> On November 12, 1954, Ellis Island closed, and both immigration and Coast Guard operations ceased. Equipment and fixtures, including plumbing, were removed from many buildings and distributed to other federal entities including border patrol offices, federal prisons, the Public Health Service, the military and the General Services Administration.<sup>57</sup> From 1954 until 1965, Ellis Island was under the control of the General Services Administration, which sought to sell or lease Ellis Island.<sup>58</sup> After several unworkable proposals, the island was placed under the jurisdiction of the National Park Service and on May 11, 1965,

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<sup>52</sup> Ibid., 90.

<sup>53</sup> Ibid., 81, 83, and Unrau, *Volume I*, 1984, 11.

<sup>54</sup> Unrau, *Volume III*, 1984, 967.

<sup>55</sup> Beyer Blinder Belle/Anderson Notter Finegold, n.p., floor plan showing historical room use. In his 1981 historical report on Ellis Island, Harlan Unrau states that the Coast Guard installed a dental clinic in the New Immigration Building. The Beyer Blinder Belle/Anderson Notter Finegold historic structures report, *Volume 4, Part 3*, 395 states that subsequent research identified the actual location of the clinic as the Baggage and Dormitory Building on Island 1.

<sup>56</sup> Stakely, 92.

<sup>57</sup> Unrau, *Volume III* 1984, 1002.

<sup>58</sup> U.S. Senate, 89<sup>th</sup> Congress, 1<sup>st</sup> Session. *Report No. 306. Disposal of Ellis Island*. (Washington, D.C., Government Printing Office, 1965).

President Lyndon B. Johnson issued Proclamation 3656 adding the island to the Statue of Liberty National Monument.<sup>59</sup> In 1970 a portion of the building was used by the National Economic Growth and Reconstruction Organization, Inc. (NEGRO) as housing for organization members, and in 1976 five rooms were used by the National Park Service as staff offices and locker rooms.<sup>60</sup>

## II. ARCHITECTURAL INFORMATION

### A. General Statement:

1. Architectural character: The New Immigration Building represents a mainstream adaptation of European Modernism to an utilitarian government building. The clean lines, strong massing, and industrial materials of plain brick and steel frame windows represent a break from earlier architectural styles. The symmetrical elevation, axial plan, and some simple brick ornamentation such as a string course and water table link belie the continuation of Neoclassical design principles within a Modernism form. The H-plan New Immigration Building incorporates a large central rectangular block flanked by rectangular wings. The linear, one-story profile and flat roof create a horizontal profile.
2. Condition of fabric: Poor. Currently the building is vacant and boarded up to prevent further damage, but the roof continues to leak, causing on-going interior damage.

### B. Description of Exterior:

1. Overall dimensions: 198'-1" x 114'-7 1/2"<sup>61</sup>
2. Foundations: The building appears to sit at grade.
3. Walls: Exterior walls are red brick laid in Flemish bond. A red brick soldier course water table encircles the building at the window lintel level and a red brick string course of slightly projecting headers encircles the building at the top of the window openings. These elements provide the building's primary ornamentation.
4. Structural system: The foundation utilizes reinforced concrete piers, reinforced concrete footings, brick piers, structural concrete floor slabs and reinforced concrete perimeter walls. Walls are load bearing brick and hollow clay tile. The roof is steel reinforced concrete, except in what were to be the stairway areas where roofing members are wood beam and rafters. Some engaged piers located at intervals throughout the building's corridors and its largest rooms help carry roof loads.
5. Stoops: Doorways on the west elevation open onto raised concrete stoops that descend to ground level by concrete steps.
6. Chimneys: Red brick chimneys with concrete coping and terra cotta stacks vent the two fireplaces in the sitting room.
7. Openings:

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<sup>59</sup> Unrau, *Volume I*, 1984, 11.

<sup>60</sup> Beyer Blinder Belle/Anderson Notter Finegold, 397.

<sup>61</sup>The original plans show the dimensions as 198'-0" x 114'-6."

a. Doorways and doors: Exterior doorways are finished with steel surrounds and reveals and feature two-leaf, steel doors with eight fixed-pane lights in each door. In the main entry from Passageway C7 on the east façade, such doors are flanked by original, four fixed-pane steel frame sidelights set in a steel surround and recessed in the brick wall. Secondary entries at the south and north elevation corridor termini and at the west elevation side corridors feature original, two-leaf, eight-light steel frame doors set in steel surrounds and recessed into the brick wall; the northwest door has a three-light fixed pane transom while the southwest door has a four-light fixed pane transom.

b. Windows: The building's original windows are symmetrically placed and are three over three steel frame casements topped with two light transoms arranged in one, two and three bank units in brick reveals. The building's encircling brick string course defines the top of the window openings while limestone lug sills detail the bottom.

8. Roof:

a. Shape, covering: The roof is flat, steel reinforced concrete slab type. The roof is sheathed with rolled composition sheeting and topped with gravel. The low parapet coping is covered with copper flashing.

b. Cornice, eaves: None

c. Dormers: None

C. Description of Interior:

1. Floor plans: See measured drawings HABS No. NY-6086-O for complete plans. This one-story H-plan building features a main building section flanked by symmetrical wings. The central section housed the public rooms and offices, while the wings were devoted to dormitory space. All are accessed from two main corridors: a short, east-west central entry passage and an intersecting north-south corridor that runs the full width of the building. These corridors access the building's public spaces: office rooms, a sitting room—intended as a reception area for arriving immigrants—a pump room, utility rooms and restrooms. Two short corridors flank the sitting room and provide access to secondary west elevation entries. Secondary corridors provide access to the rear of the building and to dormitory areas. Near its north and south ends, the service corridor intersects the north-south axes of the wing corridors and extends to the north and south exit doors. The wings contain four discrete dormitory-bathroom-storage-corridor units of identical design. Each wing unit contains three dormitory rooms, two identical back-to-back bathrooms with stall showers, one bathroom with a tub, two closet areas, and a long narrow access corridor.

2. Stairways: A set of four interior terrazzo stairs is located at the east front entry and at the north and south side entries.

3. Flooring: Original flooring in the two main corridors and the planned stair halls is medium gray terrazzo; dimensions for the scored terrazzo panels on the entry hall floor are about twenty four inches, while those in the main corridor are about thirty inches. The terrazzo is banded at the edges with a darker gray terrazzo and finished with six inch high coved terrazzo baseboards; a few corridor areas have non-original wood baseboards. Stairs are darker gray terrazzo as are the cross panels that mark the location of the engaged plaster piers found in the two main building corridors. Rooms in the office section of the building are asphalt tile over concrete or concrete with a raised concrete border. The sitting room floor is covered with deteriorating wood planking laid over poured concrete. Flooring in the dormitory wings is typically original concrete bordered by a raised tinted concrete band and finished with a six inch high coved concrete baseboard; one room has a fragment of deteriorated sheet

linoleum flooring. Original six inch square glazed yellowish buff colored ceramic tile covers bathroom floors and includes coved sections at wall junctions. The utility room floors and the pump room have concrete floors.

4. Wall and ceiling finish: Typical walls throughout the building are plaster over a concrete base applied to hollow clay tile. Water seepage has damaged plaster walls and underlying concrete and hollow clay tile in most rooms. Plaster in some rooms displays remnants of paint, which is peeling or alligatored. Plaster walls also display patches and holes throughout the building. Walls in the sitting room are paneled with tongue and groove wood planks that are approximately four-and-a-half-inches wide. These walls have approximately four inch high, plain wood baseboards topped with a flat board cap. Building bathrooms have yellowish buff colored six inch square glazed ceramic tile wainscoting with plaster walls above. Some office rooms have battened plywood walls or wood and pebble glass panel partitions, reflecting interior changes made between 1936 and 1954. Baseboards are six inch high coved terrazzo or concrete types, and four inch high wood types. Bathrooms have coved glazed ceramic tile at the wall and floor junctions. The original suspended ceilings are no longer present and rooms are open to the reinforced concrete roof beams, except in what were originally to be the interior stair halls, where exposed wood rafters and beams are visible. The wood beams in the sitting room appear to be remnants of a decorative wood ceiling that is no longer extant.

5. Openings:

a. Doorways and doors: Typical interior doorways are finished with beaded wood surrounds and plain wood reveals resting on six inch high terrazzo plinths. A few doorways have plain wood surrounds and reveals; these appear to date to the 1936-1954 room partition changes. Typical interior doorways feature narrow bronze thresholds laid flush with the flooring; a few doorways in modified room areas have wood thresholds. Doors are one-leaf plain, hollow core wood veneer types; some contain room identification such as "Vocational" or "Office" in gilt lettering on the corridor facing side, others include louvered metal vents, and a few are wider than the typical one-leaf door. Some doors have been removed. Three doors access the sitting room. The center door is a modified two-leaf type divided between a wood Dutch door on the south and an original twelve-light wood door on the north. Flanking the room's primary entry door at some distance are original, two-leaf, twelve-light wood doorways. Doorways from the east-west main entry corridor to the north-south service corridor are currently enclosed with plywood walls. The northerly doorway has a one-leaf plywood door and the southerly opening a wood and glass panel door partially modified with a plywood sheet. Some doorways in the building's wings include wood frame screen doors, and others show hinge hole marks where screen doors were removed. The doorways into the secondary corridors accessing west elevation entries are enclosed with one-leaf wood and glass panel doors set in wood frame fixed pane sidelights supported by wood panels. Three wood frame pivot transom windows top the northwest door and a four pane transom is atop the southwest door.

b. Windows: The building's three over three steel frame casement windows are topped by two light fixed pane transoms and are set within a coved steel surround with flat steel sills and steel reveals. Windows in bathrooms have ceramic tile sills and steel reveals, and those in the sitting room have wood reveals and wood trim. A few windows have decorative wood frame screens mounted on galvanized brackets on the inside of the building's steel frame casement windows. Screen brackets are found on a few other windows in the building. Window glass is broken, cracked or missing and the steel frames are rusted and deteriorating.

6. Decorative features and trim: The sitting room features a fireplace at both the north and the south ends. Each has a yellow fire brick fire box and red brick surround framed by beaded wood molding.

The fireplaces are detailed with wood mantles and slightly raised red brick hearths laid in a herringbone pattern. Public bathroom spaces have original structural glass stall partitions enclosed with plain wood privacy doors. Some door reveals and wood doors have stenciled room numbers or painted or pressed-on gilt lettering and numbers identifying room functions.

7. Hardware: Most door hardware is missing; however original loose pin, brass hinges remain, as do metal screen hooks on a few doors and windows. Steel window hardware is integral to the casement window units. Light switches include one and two-lever types in metal boxes or within metal plates. Electric outlets are two plug rectangular metal plate types. Many plugs and some light switches are attached to external metal conduit running along walls. These electrical elements probably date to the 1939-1954 alterations and represent increased demand for electricity. Metal paper towel holders and wood or metal framed mirrors remain in some bathrooms. Some closet spaces in the wings include original wood or metal shelves. A metal safety rail encircles the open pit within the pump room and a metal ladder is mounted on the wall to provide access to the water-filled pit area serviced by the pump. Hardware on the covered passageway windows includes brass pivots, lever locks and hinges.

8. Mechanical equipment:

a. Heating, ventilation: Two metal radiators are located in recessed wall sections in the main entry hall. These were originally covered with bronze grilles now removed. Radiators are missing from the remainder of the building but holes in the floor or protruding pipe stubs mark their former locations.

b. Lighting: Metal armature for ceiling light fixtures are present throughout the building, but sockets, bulbs and shades are missing. Round glazed ceramic wall sconces are present in the sitting room near the fireplaces; sconce remnants are visible on the room's walls. Light fixtures are no longer extant.

c. Plumbing: Typical plumbing fixtures are porcelain and include wall mounted and one-leg pedestal sinks, bathtubs, elongated bowl toilets with wood seats, utility sinks, slop sinks and floor urinals. Galvanized and iron pipes and fittings for sinks, toilets, tubs and radiators are present throughout the building. Some sinks and toilets are missing or disconnected and stored in their associated rooms or are in hallways. Metal sink, tub and shower faucets are present throughout bath and utility rooms, but such elements are no longer present on some plumbing fixtures.

d. Other: Fire hose cabinets with pipes and fittings are recessed into the south secondary and north secondary side corridor walls. The pump room contains a pump labeled "Westco Pump Corporation." Metal electrical boxes are present in the entry hall and the pump room.

D. Site:

1. Historic Landscape Design: The New Immigration Building is on the connecting land area between Island 1 and Island 2 and sits to the west (rear) of the Ferry Building, which is at the head of the ferry slip. The building's location is convenient not only to the Ferry Building, but to the hospital complexes on Island 2 and Island 3. The New Immigration Building faces east and this elevation connects with a short, east-west oriented red brick corridor attached to a long north-south red brick corridor that is attached to the rear (west) elevation of the Ferry Building (Passageway C7). Mid-twentieth-century photographs show the New Immigration Building surrounded on its west (rear) elevation by open, grassy space; no landscaping was present near the other elevations. Current landscaping remains much the same as it was in 1950. Grassy areas fill the flanking spaces between building and the long corridor attached to the rear of the Ferry Building and the short corridor attached to the New Immigration Building.

2. Passageway: A system of covered passageways connects the New Immigration Building with the buildings on Island 1, Island 2 and Island 3. A short, one-story corridor is adjacent to the New Immigration Building on its east elevation and provides covered access to the long, north-south corridor abutting the Ferry Building. These two corridor segments were built in 1934-1935. The short segment, now identified as section C7B, has a gabled red clay tile roof, red brick load bearing walls laid in common bond detailed with a red brick string course at the entablature line and resting on a reinforced concrete slab foundation. The close eaves are finished with round bottom copper gutters attached to metal downspouts. The walls are divided into four bays each pierced with arched openings defined by flush segmental brick arches containing original three-part wood frame windows above paneled wood bulkheads. The exterior walls between the string course and the eaves feature rectangular vents enclosed with metal grates. Each window unit is comprised of a central, fixed, four-light window flanked by four-light casement windows. All but one window unit is temporarily enclosed with plywood featuring, for light and ventilation, fixed pane plexiglass windows and louvered metal vents. Inside, the corridor has a concrete floor scored into rectangular panels and a painted concrete panel ceiling. Flush red brick segmental arches detail the interior walls above the windows. The corridor is enclosed with plywood doors at its east end, where it intersects the long, north-south corridor abutting the Ferry Building. Mid-point within the short corridor is another set of temporary plywood doors within a plywood panel wall. Beyond these doors the corridor continues to the east (front) entry of the New Immigration Building.

At its east end, Passageway C7B intersects the long north-south passageway, identified as C7A, which is defined on its west elevation by ten bays flanking the short corridor doorway. The load bearing red brick walls laid in common bond have a gabled red clay tile roof with close eaves finished with square bottom gutters attached to metal downspouts. A brick string course details the entablature line and the exterior vent openings are enclosed with insulated panels. Each bay is enclosed with the same rehabilitated wood frame three-part windows used in the short corridor and is set within flush segmental red brick arches and supported by wood panel bulkheads. Inside, the concrete floor is scored into rectangular panels and the ceiling is painted plywood panels. Metal ceiling light fixtures feature glass shades encased in wire cages; five fixtures are missing their shades and cages. The ceiling incorporates recessed metal access doors and the floor is pierced with large metal access hatches at the north and south ends.

At its north and south ends, the long corridor terminates at projecting hipped roof pavilions that serve as hyphen connectors to covered corridors stretching north to buildings on Island 1 and south to the Hospital Outbuilding on Island 2. These pavilions are remodeled structures originally built in 1901 in conjunction with a wood walk linking Island 1 and Island 2.<sup>62</sup> The pavilions have concrete slab floors, and load bearing red brick walls laid in Flemish bond detailed with double string courses at the architrave line. The roofs are hipped red clay tile with close eaves and plain wood trim. The pavilions are detailed on the east and west elevations with wide arched openings topped with raised segmental red brick arches detailed with limestone keystones. Concrete fills the upper portion of the arched opening; a light fixture with a glass shade wrapped in wire is mounted on the concrete arch infill of each pavilion. Flat bottom metal gutters and downspouts drain the roofs and feed into recessed drains at building bases. Tinted concrete bumpers protect the edges of the arched openings at ground level.

Just north of the north pavilion is a small one-story guard room that projects from its northwest corner. The west elevation of this room has a front gabled red clay tile roof detailed with a concrete pediment resting on a reinforced concrete slab base. Flat bottom gutters are mounted on the

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<sup>62</sup>Beyer Blinder Belle/Anderson Notter Finegold. *Volume 4, Part 3*, 439-440.



side elevations of the pediment. Exterior walls are red brick laid in common bond. A two over two wood casement window is centrally placed on the west elevation and has a projecting brick soldier course sill. The window is boarded up on the inside. A one-leaf wood and plywood door in a wood surround with a metal lintel and concrete threshold leads to the room's interior, which has an at-grade concrete floor, concrete panel ceiling, and painted brick walls.

Connecting to the pavilions at the north and south end of the long corridor are additional connecting corridors. The north section is a curved, one-story red brick structure connected with the Main Immigration building on Island 1. It was built in 1934-1935 as a replacement for an older wood corridor. The south corridor is a long straight structure that parallels the west edge of Island 2 and Island 3. Known as Passageway C8C, it connects the Ferry and New Immigration buildings with the hospital complexes on Island 2 and Island 3. This perimeter corridor dates from 1934-1935 when it was built to replace a ca. 1918-1919 covered wood corridor in the same location. (Figures 7&8) The existing corridor contains a mechanical space for pipes.

### III. SOURCES OF INFORMATION

A. Architectural drawings: A computerized Drawings Index System for all types of Ellis Island architectural and engineering drawings is located at the Technical Information Center (TIC), Denver Service Center, National Park Service, U.S. Department of Interior. Original drawings are digitized and available at <http://etic.nps.gov>. The drawings most useful in preparing this report are identified and reproduced below.

Also useful was the "Plan of Island," published in the U.S. Department of Labor. *Report of the Ellis Island Committee*. (New York: Ellis Island Committee, March 1934) which includes the footprint for the proposed New Immigration Building.

B. Early Views: Several early photographs of the New Immigration during construction and just after completion are located in the collections of the Still Picture Branch, National Archives and Records Administration (NARA), College Park, MD. They are found in Record Group 121-BCP, Records of the Public Building Service, Prints: Photographs of the Construction of Federal Buildings, 1885-1954. Specific views are identified and reproduced below.

#### C. Bibliography:

*See notes for a listing of relevant archival materials from Record Groups 79 and 85 at the National Archives and Records Administration in New York City (Northeast Region) and Washington, D.C.*

##### 1. Primary and unpublished sources:

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U.S. Senate, 89<sup>th</sup> Congress, 1<sup>st</sup> Session. *Report No. 306. Disposal of Ellis Island*. Washington, D.C.: Government Printing Office, 1965.

## IV. PROJECT INFORMATION

Documentation of the New Immigration Building, and other selected structures on Ellis Island was undertaken by the Historic American Buildings Survey (HABS), within the Heritage Documentation Programs (HDP) of the National Park Service (Catherine C. Lavoie, Chief, HABS; Richard O'Connor, Chief, HDP) during the summer of 2009. The project was sponsored by Statue of Liberty National Monument, David Luchsinger, Superintendent. Field recording and measured drawings were completed by Paul Davidson, HABS Architect and Project Supervisor; and Architects Sara Dewey (University of Maryland), Luis Pieraldi (Metropolitan University of Puerto Rico), Michael Sandbury (Kent State University), and Thomas Sheridan (Rhode Island School of Design). HAER Architect Dana Lockett and HABS Architect Robert Arzola served as Project Leaders. Diane E. Williams served as project historian with guidance from HABS Historian Lisa Pfueller Davidson. HAER Photographer Jet Lowe and HABS Photographer James Rosenthal completed large-format photographs during 2009. Assistance was provided by the staff of Statue of Liberty National Monument, particularly Diana Pardue (Chief, Museum Services Division), Richard Holmes (Archaeologist), and Don Fiorino (Historical Architect).

V. SUPPLEMENTAL MATERIAL - ILLUSTRATIONS

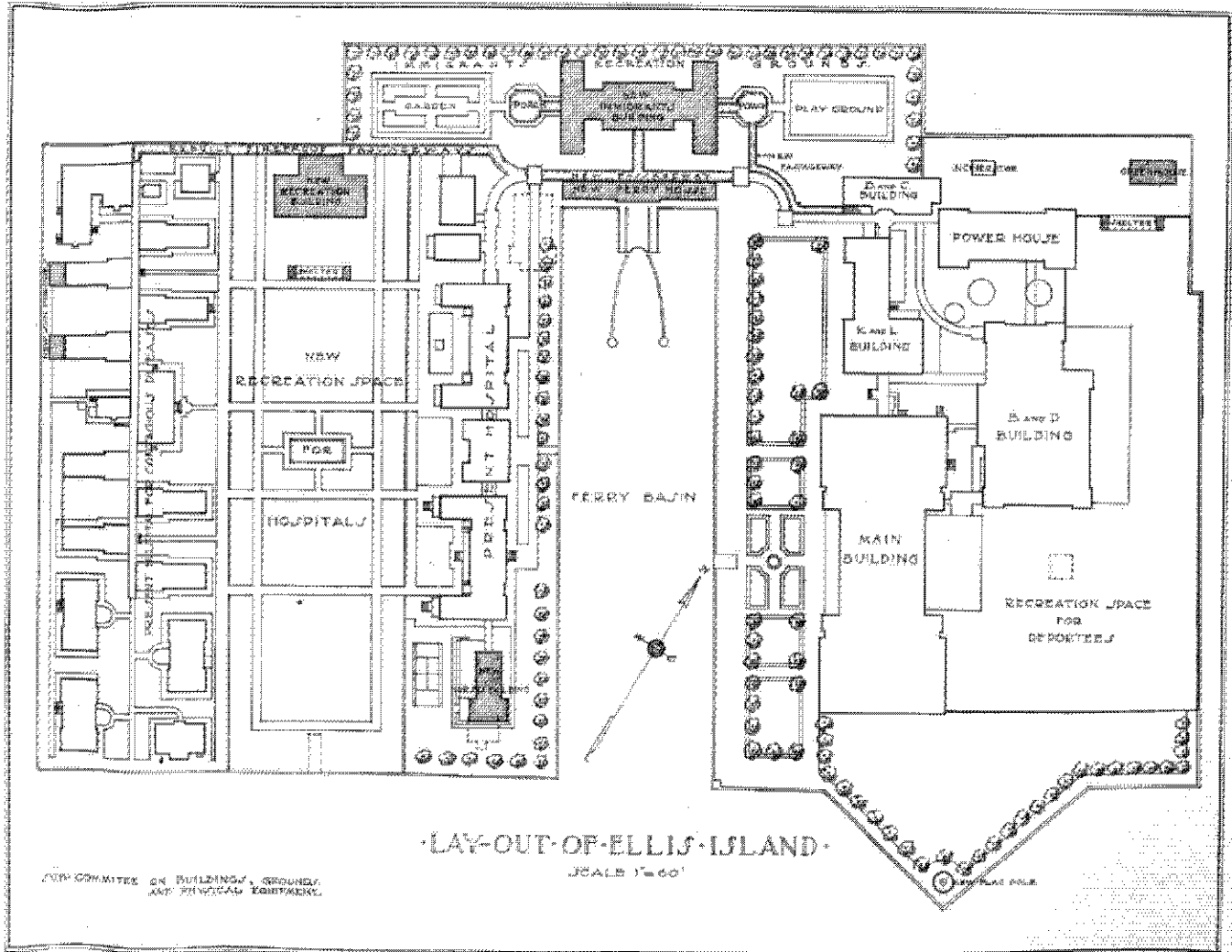
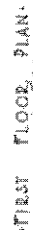


Figure 1: "Lay-Out of Ellis Island," (1934)

Source: *Report of the Ellis Island Committee*



Source: Technical Information Center, Denver Service Center, National Park Service

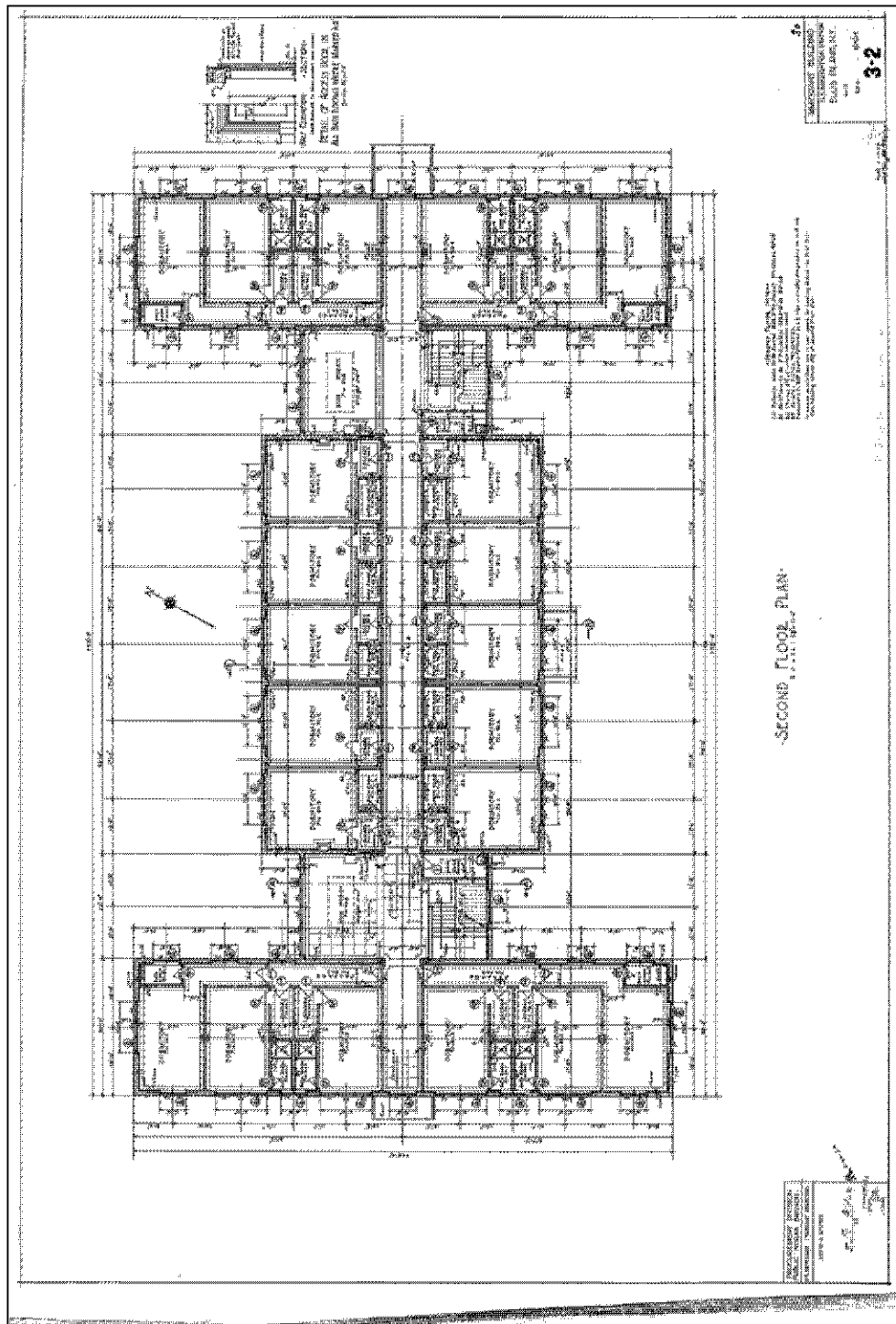


Figure 3: Second Floor Plan, New Immigrant Building, 15 February 1934

(NPS Drawing No. 462/43,946 Sheet 2 of 21)

Source: Technical Information Center, Denver Service Center, National Park Service

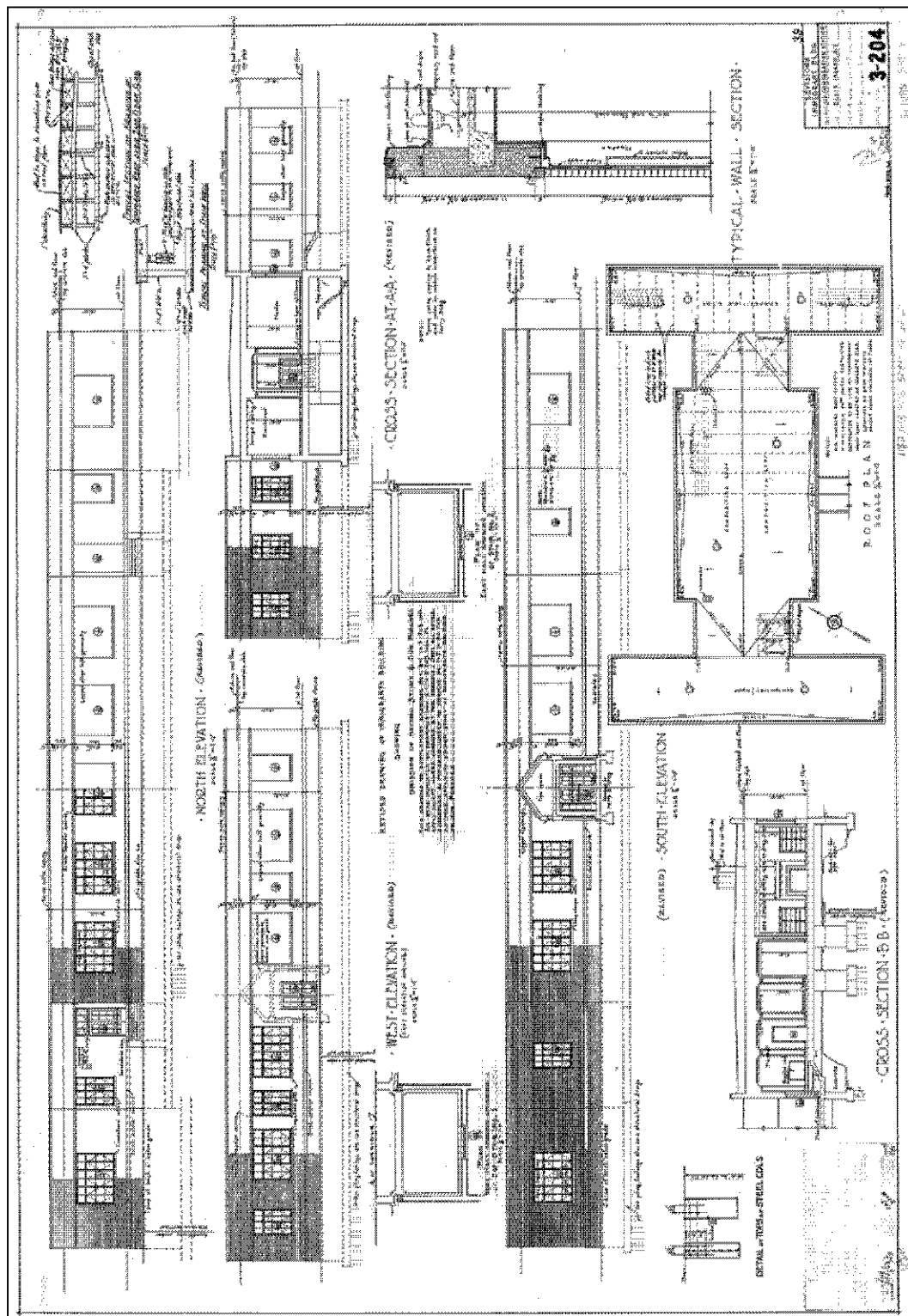


Figure 4: Revisions, Immigrant Building, 24 August 1934

(NPS Drawing No. 462-43,946 Sheet 12 of 21)

Source: Technical Information Center, Denver Service Center, National Park Service



Figure 5: Foundations for New Immigration Building, 1 December 1934

Source: Record Group 121-BCP – Records of the Public Building Service,

Photographs of the Construction of Federal Buildings, 1885-1954,

Still Picture Branch, National Archives and Records Administration, College Park, Maryland



Figure 6: New Buildings, 26 August 1935,  
Source: Record Group 121-BCP – Records of the Public Building Service,  
Photographs of the Construction of Federal Buildings, 1885-1954,  
Still Picture Branch, National Archives and Records Administration, College Park, Maryland





Figure 7: Passageway and New Immigration Building, 26 August 1935,  
Source: Record Group 121-BCP – Records of the Public Building Service,  
Photographs of the Construction of Federal Buildings, 1885-1954,  
Still Picture Branch, National Archives and Records Administration, College Park, Maryland

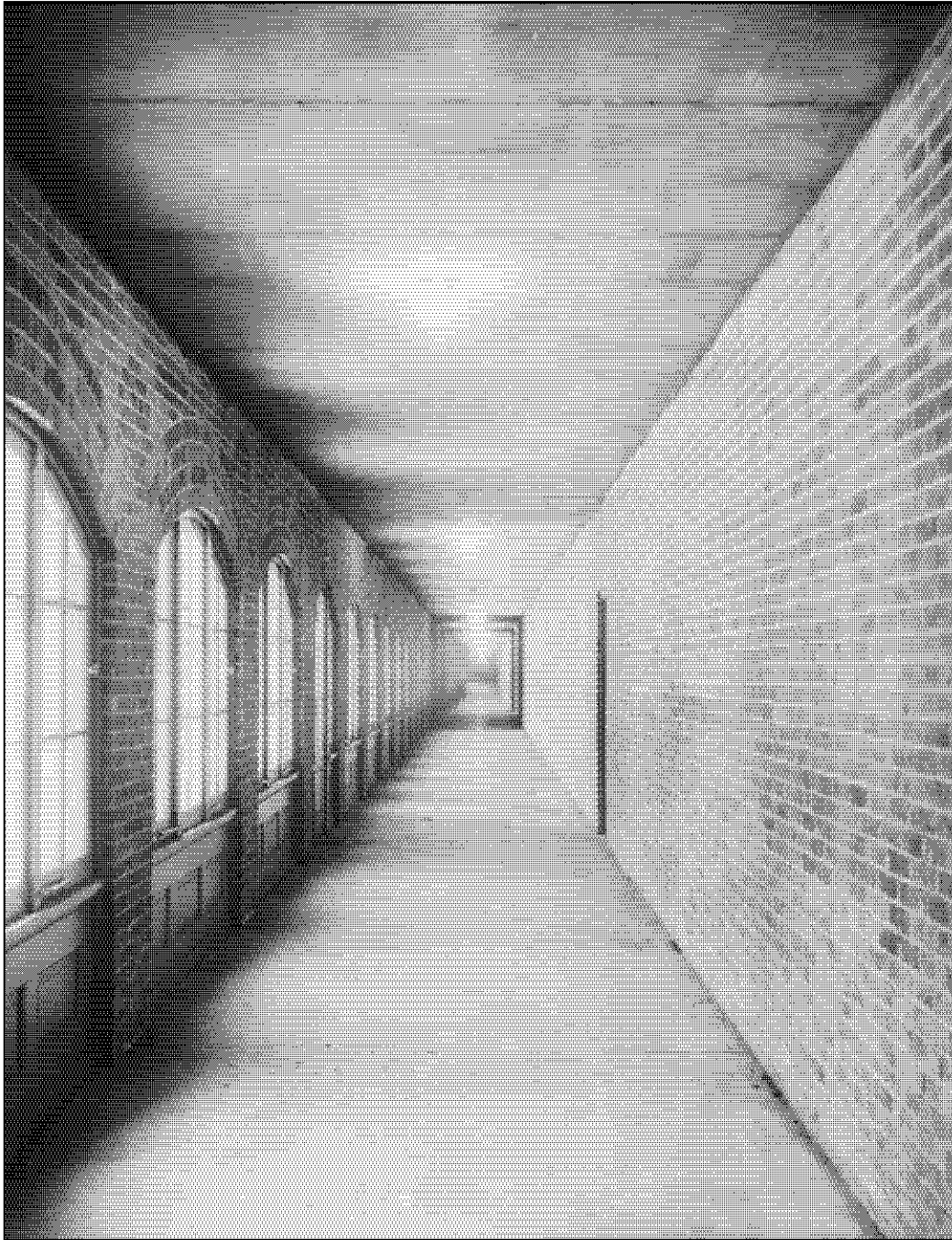


Figure 8: Interior of Passageway, 6 January 1936

Source: Record Group 121-BCP – Records of the Public Building Service,

Photographs of the Construction of Federal Buildings, 1885-1954,

Still Picture Branch, National Archives and Records Administration, College Park, Maryland